It is a Twelve Story Fireproof Building

A hotel in the Longuce Square district. eased for a long term of years.

The Hotel Colonial, at the northeast corner of Columbus avenue and Eightyfirst street, was sold by the Eighty-first Street and Columbus Avenue Realty Company to Street, Wyckes & Co. of 44 Wall street for a price reported as nearly \$800,000. The buyers represent a syndicate which is being formed to hold the property. The Hetel Colonial is a twelve story fireproof structure, on a plot fronting 102.2 feet on the avenue and 100 feet on the street. The Colonial Bank occupies the corner store and basement. The building is opposite the Museum of Natural History on Manhattan Square. On the other corner of the block, facing Central Park and extending to Eighty-second street, is the Hotel Beresford. Street, Wyokes & Co. are also in-terested in the Realty Investment Corpogation, which owns the Hotel Somerset on West Forty-seventh street. Their pur-Ritchey & Newell.

The Hotel Stanley, at No. 124 West Fortyeventh street, between Sixth and Seventh
avenues, was leased by the Mutual Hotel
and Realty Company (Sondheim & Sondheim) for a term of fifteen years. The
lease's name was not made public. The
hotel is a nine story fireproof apartment
building on a plot 37.6x100.5, opposite the
Hotel Somerset. They were both built,
along with several others, by Ezra R. Champion about three years ago. Ritchey &
Newell made the lease.

Thomas R. Watt bought from John D.
Murphy Nos. 711 to 715 Seventh avenue,
old buildings on a plot 50x100, and Nos.
168 and 170 West Forty-eighth street, on a
plot 4ix irregular x100. They form an "L"
surrounding the southeast corner. The
parcel was to have been sold at auction today by Joseph P. Day in a forcelosure suit.
Mr. Watt was formerly president of the
Mount Morris Bank and is a large land holder
in Harlem. The Hotel Stanley, at No. 124 West Forty

Private Sales.

JEROME AVENUE.—Parish, Fisher & Co. have sold for the Meyer-Gatling Investing Company four lots on the east side of Jerome avenue, north of 208th street, to Sergeant John Londergan.

John Londergan.

**TFTY-FIFTH STREET.—Frederick J. Motthas sold No. 29 East Fifty-fifth street, northwest corner of Madison avenue, a four story and basement stone front dwelling on lot 25x6s.

**TWENTY-SECOND STREET.—W. S. Patten and J. L. Van Sant have sold to Mrs. Kate J. Egbert, through N. A. Berwin & Co., No. 314 West Twenty-second street, a three story brick dwelling, on lot 20x98.9.

**EIGHTY-EIGHTH STREET.—Leonard Weill has bought from Eva Kfoll No. 516 East Eighty-eighth street, a five story flat, on lot 25x100.8.

lot 25x100.8.

106TH STREET.—Gluseppe Stella has bought
No. 224 East 106th street, a six story triple
flat, with stores, on lot 25x100.11.

117TH STREET.—W. S. Patten and J. L.
Van Sant have sold to Hoffberg & Bookstaver the plot, 75x100.11, on the north
aide of 117th street, 248 feet east of Pleasant
avenue.

avenue.

BIXTH STREET,—I. Sprung has sold the two five story buildings and stores, at No. e25 and e27 East Sixth street, on plot 50x 80.10, to W. Leisman and S. Gloser.

BULLIVAN STREET.—The seven story double tenement with stores at No. 142 Sullivan street, on lot 25x125, has been recold.

Sullivan street, on lot 25x125, has been peeold.

NINETY-EIGHTH STREET.—Selina O. Cottlow has sold No. 140 West Ninety-eighth street, a five story flat, on lot 25x100.11.

204TH STREET.—Katle Maguire has sold No. 56 West 104th street, a five story double flat, on plot 33x100.11.

237TH STREET.—S. Cohen has sold the three story flat at No. 55 West 137th street, on lot 25x99.11, to Emil Singer.

245TH STREET.—Frank E. Smith has sold to Dr. Milton A. Gershel No. 472 West 145th street, a three story dwelling, on lot 16x99.11.

252D STREET.—E. Loewenthal has sold to a Mr. Siegel Nos, 48 and 50 East 1321 street,

Mr. Siegel Nos. 48 and 50 East 132.1 street, two five story flats, on plot 66.8x99.11.

SEVENTIETH STREET.—E. Loewenthal has sold to S. Mendel Nos. 321 and 323 East Seventieth street, two four story tenements on plot 50x100.5.

on plot 50x100.5.

FIXTY-FIRST STREET.—Barnet Disler has sold to Elkiu Bros. No. 206 West Sixty-first street, a five story tenement, on lot 25x100.5.

11TH STREET.—C. P. Foster has sold to Winifred Dunn No. 171 East 111th street, a four story building, on lot 30x100.11.

BUFFOLK STREET.—Hyman Silberman has resold No. 170 Suffolk street, a five story building with stores, on lot 25x100, to Israel Konigsberg and Jacob Goldfarb.

180TH STREET.—Harry L. Rosen has bought

a venue.

CLINTON AVENUE.—Wolf Burland has sold the block front on the east side of Clinton avenue, between 180th and 181st streets, a plot fronting 275.4 on the avenue, 31 feet on 180th street and 97 feet on 181st street.

street.

BEDGWICK AVENUE.—E. Osborne Smith & Co. have sold for J. J. Brennan six lots on Sedgwick and Lawrence avenues, near 187th street.

BRONX.—Leo Levinson and John J. Schroeder have sold to Aaron Weinberger a plot, 180x 138, on the west side of Bronx Boulevard, opposite 221st street: a plot of four lots at the southeast cerner of Fourth avenue and 213th street, and the plot, 50x 13, on the north side of Briggs avenue, running through to Ruskin street, 215 feet west of Fourth avenue. Mr. Weinberger gave in part payment No. 96 Biena Vista avenue, Yonkers.

Yonkers.

SEVENTY-SEVENTH STREET.—Duff & Congressold for Mrs. Matilda Henssel to an investor the four story double flat, No. 348 East Seventy-seventh street, 25x102.2.

AVENUE A.—John M. Reid & Co. have sold for Marv L. Cassidy, et al. the northwest corner of Avenue D. and Eighth street, known as No. 113 Avenue D, a three story tenement, with stores, on lot 14x50. TWENTY-SECONI) STREET.—N. A. Berwin & Co. have sold for Patten & Van Sant No. 314 West Twenty-second street to Kate J. Egbert. a three story and basement private dwelling, on plot 20x98.9.

147TH STREET.—Charles Griffith Moses & Bro. have sold for Mr. Fitkin to a client, the five story triple flat, No. 502 West 147th street.

BROADWAY.—J. Romaine Brown & Co. have sold for the Fort Amsterdam Realty Co. to Joseph William Jones, the vacant plot on the northeast corner of Broadway and Seventy-sixth street, upon which Mr. Jones will erect a business building, stores and lofts.

Parish, Fisher & Co. have sold for the Whitestone Realty Company six lots on Seventh avenue, between Eleventh and Twelfth streets, Whitestone, Queens, to Mrs.

Whitestone Realty Company six lots on Seventh avenue, between Eleventh and Twelfth streets, Whitestone, Queens, to Mrs. A. M. Piel.

J. G. Goldsmith has leased from C. H. Leland for sixty-three years the building at No. 44 West Thirty-fourth street, through Ogden & Clarkson. Mr. Goldsmith also holds under lease Nos. 46 and 48, the entire plot being 75 feet front. It adjoins the McAlpin holdings on Broadway.

Samuel J. Redlich has leased for Schuyler Hamilton the store and basement in the Duilding at No. 736 Lexington avenue to the Green Teapot Restaurant Company for a term of vars.

4 Reuben Freeman has sold to Eugene V. Brewster for Daniel W. Blumenthal a plot 2000 as the northwest corner of Rogers and Canarsie avenues, Brooklyn.

At the Vesey street salesroom to-day Jeseph P. Day will sell at auction 420 lots in the Astoria section of Long Island City. The property is located on Hoyt and Woolsey avenues and Lawrence, Chauncy, Goodrich, Merchant, Crescent, Howland and Hallett streets, and is but a short distance from the Thirty-fourth and Ninety-second street ferries. The sale will start at 10:30 A. M.

Plans have been filed with Building Super-paradical Murphy for a twelve story com-Pies. The sale will start at 10:30 A. M.

Plans have been filed with Building Superintendent Murphy for a twelve story commercial building, to be erected at Nos. 39 and at West Thirty-sighth street for B. S. Castles. It is to be of brick trimmed with limestone and terra cotta and will have a frontage of at feet and a depth of 8s feet with an extension. It is to cost \$150,000. The architects are Gordon, Tracy & Swartwout.

The Manhattan new building plans also include a six story flat, to be built for Herman Rosenbiatt at the northeast corner of First avenue and Fiftieth street at a cost of \$40,000.

The Breaz plans comprise ten three story

THE REAL ESTATE MARKET.

dwellings, to be built for Marcus Nathan on Daly avenue east of Boeton road, at a cost of Boeton

Yesterday's Auction Sules. [At 14 Vesey S treet.] BE BETAN L. RENWELLT.

Essex street, Nos. 110 and 114, east side, 187 feet north of Rivington street. 89.83100.48 inception 10.8x irregular; three five story front and three four story rear buildings; trustees eale; estate of Felix Stoiber, deceased to Louis Stoiber.

BY JOSEPH P. DAY.

AFTER A SHORTER COURSE. Rowing Stewards May Reduce Varsity

Bace to Three Miles. It is reported that the stewards of the Intercollegiate Rowing Association intend seriously to consider the proposition at their next meeting of lowering the distance of the varsity boat race on the Hudson from four miles to three. The attempt has been made almost yearly to bring this about, but up to this time there has been nothing but talk about it. Such colleges as Cornell and Pennsylvania are in favor of shortening the course, and as they were the leaders in the big race it cannot very-well be supposed that they did it through self-interest. In the case of a crew such as Georgetown had, it is considered a sure thing by rowing experts that the chances of a boat like that were minimized by the long distance that the crews had to race. For three miles the Washington men would have been decidedly in the hunt, but as they had to go a mile further it was too much for them. That they were able to finish at all was considered sufficient

cause for wonder,
"Courtney of Cornell always has been "Courtney of Cornell always has been opposed to the four mile distance, which was popularized many years ago by Yale and Harvard and adopted later by the colleges that race on the Hudson," said an oarsman yesterday. "The Harvard-Yale regatta is the American equivalent of the Oxford-Cambridge race, and the American colleges have simply imitated the Englishmen in setting the distance at four miles. The Putney to Mortlake race is, to be sure, a little more than four miles. But at any event our race is really a copy of that older interuniversity event.

four miles. But at any event our race is really a copy of that older interuniversity event.

"American college carsmen trained under their present conditions are by no means so well fitted to go four miles as are their English cousins. An English university carsman has reached a point in practice, technique and endurance that no American carsman can have while conditions are such over here. As is well known with the British, it is a case of rowing continuously all through their early school training and for many years before entering the varsity. Thus it is that the British collegians have a greater amount of stamina and can go the four miles better.

"That is not to say that the American carsmen cannot go the distance but that they do it at a greater strain on their systems. They can row for the distance quite fast enough for all intents and purposes, but at the end of each race they are likely to have done some harm by their great exertion. For instance, in the race at New London this year Noyes, since elected captain of the Yaie crew, fainted dead away at the end of the race and two other men in the Yale boat were very much exhausted. They did not have the training to go four miles. It cannot be said that it is much of an argument that the Harvard men, who rowed harder, did not keel over, because the Harvard crew won and winners rarely, if ever, show signs of exhaustion.

"With the American carsman pulls a sweep before entering the university. It is hardly fair to make the American college man row the same distance that the more hardened Britisher does just because it is done on the other side. A race of three miles, which is the distance proposed, would make just as good a contest and would be better for the

other side. A race of would make just as good a contest and would be better for the men who are rowing."

GETTING READY FOR GERMANS. Experiments Being Made With the Boats

Built for International Race. The yachts built to take part in the trial races to be held to select representatives to meet the German boats are now nearly all ready and soon will be racing. Seventeen were ordered, and two or three are still in the by the sixteenth of this month, and then each will receive a special preparation for the races. The racing promises to be of the best and it will be largely a matter of handling, so that each owner is anxious to learn his boat as soon as possible. In some instances errors have been made that have had to be corrected. The Boston Globe says:

"As according to the rating formula a boat's waterline, breadth and draft combined must not exceed a total of \$2 feet, some nice calculation is necessary to have the total come out within safe limits in boats built with very long and low ends. These ends have a tendency to drop either after the moulds have been taken out of the hull or after racing begins, and much labor is necessary to get them back into shape.

"Experiments are also being made in rigs, which will need some time to work out. One designer made all his boats, four, of the cat rig, which is permitted under the rules. On trial the owner of one boat discarded the rig at once. Another found difficulty in steering his boat in a reach, which is not a strange condition on a boat without headsalls. He and the other catboat owners have yet to decide whether they will retain the rig.

"All this has value in making the American races. The racing promises to be of the best

action.

"The idea that the Germans will come with boats much smaller than ours is not entirely supported by the facts, apparently. According to private advices from Germany, at least one of the three boats likely to be sent here one of the three boats likely to be sent here is 36 feet 6 inches over all and 6 feet 6 inches breadth.

"If an average were struck of all the seventeen American boats it would be found that the length would be about this, but the average breadth of the American class will be a little more than 6 feet 6 inches, or about 6 feet 8 inches.

inches.
"It wouldn't do to assume that we have an easy thing with the Germans, said a yachtsman of experience the other day.
They have been learning a good deal, and this class is not new to them, as it is to us. Our best hold is to saw wood and say nothing."

Theodore Granbery has issued the allowances for the handicap yacht racing class for this week. They will apply in the annual regatta of the Indian Harbor Yacht Club to be sailed next Saturday. As usual, the yachts are divided into two divisions. The allowances are as follows:

First Division—G. P. Granbery's Rube and W. F. Clark's Marguerite, each scratch; F. M. Weeks's Little Peter. i per cent.; Manuel B. Pendas's Firefly, 2½ per cent.; C. S. King's Tillicum, 4 per cent.; Dr. J. B. Palmer's Naisd, Dr. A. E. Black's Thelema and Leonard Dyer's Huntress, each 7 per cent.; Second Division—H. C. Pryer's Grasshopper, scratch; Warren Murdock's Scamp, ½ per cent.; George Mercer Jr.'s Howdy, 1 per cent.; Waldo Sheldon's Montauk, 2 per cent.; C. W. Voltz's Kenosha II., 2½ per cent.; W. R. Berth's Kenosha, 4 per cent.; B. R. Stoddard's Monsoon, 6 per cent.

New London, July 11.-Edward R. Coleman NEW LONDON, July 11.—Edward R. Coleman of Lebanon, Pa., has arrived here on his schooner yacht Hildegarde from Bristol. He went there to confer with A. S. Chesebrough about plans for a new ocean going yacht larger than the Hildegarde. The yacht is to be built of bronze by Lawley, and will be ready for next season. It is expected that the new craft will be one of the largest and finest on the coast and in the event of there being another ocean race it will be a contestant. The Hildegarde finished fifth in the ocean race last year. A. S. Chesebrough designed the Hidegarde and his latest yacht is the invader, owned by Roy A. Rainey. He is a nephew of the Herresholds and a very capable man.

BUFFALO, July 11.—There was sufficient automobile action in this city to-day to last it over night, but early in the morning there will be more doing. For better or worse seventy-six vehicles driven by motors are expected to start from here to-morrow to travel 1,134.8 miles under regulations and on a schedule.

a schedule.

These motor cars are supposed to finish, according to schedule, at Bretton Woods, in the White Mountains, on July 28.

The provocation for it, as all who follow the automobile game know very well, is the second annual effort to win the touring trophy denoted by Charles I. second annual effort to win the touring trophy donated by Charles J. Glidden of Boston. As was the case last year, this run, which, as the game goes now, is really the biggest thing of the year for automobilists, is combined with the annual tour of the American Automobile Association and is a part of its third annual tour. But the tour is one thing, the contest another. Those in the contest are entered for a competition of drivers, not of cars Those in the touring division are altegether likely to test their cars more than the competitors, who must run on a schedule, as a motorman, and be fined for being ahead of time as well as for dilato-

Until e o'clock to-night there was a total until 6 o'clock to-night there was a total of eighty-one entries for this combined tour and competition. Those who had elected to compete for the Glidden trophy numbered fifty-one and those who chose rather to make the tour under ordinary checking numbered thirty. Of this total five have decided not to start, two of the five being entrants for the Glidden trophy. This leaves a total of seventy-six that are expected to leave here in the morning, forty-nine being leave here in the morning, forty-nine being competitors and the others being either on pleasure or business bent.

Among the entries are several trucks and

motor cars of various sorts entered to do duty as official cars, that is, picking up checkers at the roadside, carrying baggage, carrying physicians, officials, newspaper men, and such supplies as are likely to be necessary. A Knox truck is to trail along or lead as far as it can, carrying trunks and suit cases, and a little Oldsmobile is going along all the way with a sign on the back of it reading: "What's

In the car will be most of the things that

Wanted."

In the car will be most of the things that bachelors long for when away from home. It will carry threads and needles, several brands of whiskey, court plaster, tire tapes, monkey wrenches, tooth brushes, gasoline, collar buttons, spark plugs and doughnuts. The last item may seem like a foolish one, but the schedule as arranged does not allow time for any of those who really want to win the Glidden cup to stop for luncheon. They must eat as they run or try to win on an empty stomach.

The start is to begin at 7 o'clock in the morning. No one may start before that, excepting those who are to spread the trail of confetti on the roads, and the last one must be off by 10 o'clock. The run for the first day is 135 miles, from here to Auburn.

There was a meeting this afternoon called by the officials of the run to instruct the entrants, drivers and participants. Paul H. Deming, chairman of touring committee of the American Automobile Association, presided, but A. B. Tucker, the superintendent of the run, did most of the talking. His talk was explicit and convincing. There were some who had been inclined to ridicule the rules, but Mr. Tucker made quite plain what was expected of every one, and that it was a driving contest and that all would have a fair chance. About 200 were present, and Percy Pierce, who won the Glidden cup last year, and hurried back from Europe in order to enter for this summer's contest, said at once: "I'll play."

Chagles J. Glidden, the donor of the trophy, also approved of the final arrangements, which seem now to be complete. Mr. Glidden, by the way, is not going in his own Napier car, which he has driven nearly all over the world and beyond the Arctic oirele. He could not get it here in time. It was delayed in shipment from the Far East somewhere, and the last he heard of it was at Seattle. So he remarked yesterday:

"I am going in a White steamer and will have nothing to do but enjoy the trip."

seem now to be complete. Mr. Gildden, by the way, is not going in his own Napier car, which he has driven nearly sale over the world and beyond the Arctic poles. He could not an experiment from the Far East somewhere, and the last he heard of it was at Seattle. So he remarked yesterday:

Tam going in a White steamer and will have nothing to do but enjoy the trip."

Incidentally this tour is bringing into evidence a remarkable number of new cars freshly made, newly painted and direct from the factory. It is interesting also to notice that this lot includes several runabouts of rottlening but yet with for passes freshly made, newly painted and direct from the factory. It is interesting also to notice that this lot includes several runabouts of rottlening but yet with for passes of the factory of the park and the Falls, and town. So far as known at present, however, the only real 1907 models that have been entered are the Knox truck that is to carry the baggage and a six-cylinder Great Arrow of 60 horse-power that has been entered are the Knox truck that is to carry the baggage and a six-cylinder Great Arrow of 60 horse-power that has been entered are the Knox truck that is to carry the baggage and a six-cylinder Great Arrow of 60 horse-power that has been entered are the Knox truck that is to carry the baggage and a six-cylinder Great Arrow of 60 horse-power that has been entered are the Knox truck that is to carry the baggage and a six-cylinder Great Arrow of 60 horse-power that has been entered are the Knox truck that is to carry the baggage and a six-cylinder Great Arrow of the factory of the six of

the baggage and a six-oylinder Great Arrow of 60 horse-power that has been entered in the touring division to carry a batch of newspaper men and help out the officials when it can.

The automobilists began to arrive here yesterday, but most of them got here to-day, including several car loads from New York. They have been roaming about the city making trips to the park and the Falls, and completing their arrangements for the start. The busiest persons in the outfit were the officials, superintendent Tucker and his corps of assistants, for besides all the details of checking up, giving out badges and car numbers they have to get the factory numbers of each car in order to fill out the certificates, whereby the American Automobile Association will be able to get their cars across the Canadian border and back without the occupants having to deposit any money. Each owner, however, will be obliged to pay \$10 for a license fee to drive in the Dominion.

The latest entries for the tour and dontest are George G. Buse of Buffalo, with a 24 horse-power Packard; Zalmon Pennock of the A. A. A., with a 10 horse-power Cadillac; Charles Parvin of Peorla, with a 24 horse-power Packard; James M. Morrison of Boston, with a 45-50 Pope-Toledo; the Olds Motor Works, with a 6 horse-power Oldsmobile and last of all. James B. Dill. who declared himself from New York and entered a 24 horse-power Corbin. Of these Mr. Pennock is the only one who entered for the Glidden trophy. The others are in the touring division.

The Glidden trophy is now in charge of the Automobile Club of Buffalo, but next door to the headquarters, in the window of a well known automobile concern, there stands a handsome bronze statue of Mercury, offered by Paul Deming of the A. A. A., for the one who does second best in the contest.

Besides the participants and those immediately interested, there are several scores of more or less prominent automobilists in town who came just to see the big run start.

E. C. Hutchinson, road commissioner of New Jersey, intends to

The London Chamber of Commerce has had under consideration a resolution passed by a conference of various bodies interested in the question of road use, including the Society of Motor Manufacturers and Traders, says the London Siandard. This resolution was to the effect that the time had now come when, in order to secure more efficient and economical maintenance of main roads, the state should establish a central highways department, which should administer a Government grant in aid of the maintenance of the trunk highways. The council of the Chamber of Commerce has adopted this resolution, with the provise that motors should contribute by taxation to the fund. Motorists aiready pay 2100,000 annually in taxes, and it would be quite acceptable to them if those taxes were used for road maintenance by a central authority.

The Bay State Automobile Association of

AUTOMOBILES.

Locomobile Gasolene Touring Cars

Prompt Delivery

We usually have 1905 Locomobiles on sale, at reasonable prices, for accoupt of our 1906 customers. These cars, thoroughly overhauled and guaranteed by us, always appeal to intelligent buyers.

THE Seconobile CO. OF AMERICA
Broadway, corner of 76th Street
JOHN F. PLUMMER, Jr., New York Manager

MOPSAWINS LONG OCEAN RACE.

TAKES BROOKLYN CHALLENGE CUP AFTER HARD CONTEST.

Lila Finishes First, but Loses on Time Allowance to the Smaller Boat-Head Winds and Rough Seas Experienced by the Bacers—Cygnet and Guide Give Up.

F. C. and W. S. Sullivan's sloop Mopsa, belonging to the Harlem Yacht Club, won the race for the Brooklyn Challenge cup, and judging by the experience those on the yacht had they earned all they won. The Mopsa crossed the finishing line off the Brooklyn Yacht Club house in Gravesend Bay at 7:25:30 clock last night. She was not the first vacht to get in. The Lila, owned by Richard A. Floyd of the Brooklyn Yacht Club, the challenger for the trophy, finished at 6:13:30. The Lila is the largest vacht in the fleet that started, and she had to allow the Mopsa 4 hours 26 minutes 40 seconds, so that the Mopsa wins

The race was started at 10 o'clock last Saturday morning off the New Rochelle Yacht Club on the Sound. The yachts raced to Montauk Point, then to the North East End Montauk Point, then to the North East End Lightship, off Cape May, and then to Gravesend Bay, a distance of 400 miles. The wind blew hard all the while the yachts were out and they had a hard time. It was blowing from the east when they started and it was quite rough at this end of the Sound. As they went further and further east the sea got rougher and the yachts beat out under shortened canvas and continually had rails under. The Cygnet and the Guide made such poor weather of it that they put into Bridgeport to wait for the weather to moderate, but the

Mopsa, Tamerlane and Lila kept on. The Lila turned Montauk Point at 11:30 o'clock on Sunday morning and the Mopsa did not get by the light until 2 o'clock in the afternoon. They then began their journey out into the ocean and for a short time conditions were favorable. They were able to carry spinnakers, and in the fresh wind made good headway. The Lila had her spinnaker up while she made fifty miles, but the Mopsa only ran thirty miles when the wind shifted again and came in from the southwest, making it a beat. It blew hard, too, and rails were under again as they staggered on toward the lightship off Cape May. Under these conditions the Mopsa showed up remarkably well. The Lila was well within her time at Montauk Point, but at the North East End lightship the Mopsa was close up, so that the Lila was leading by only just over an hour.

BROOKLYN YACHT CLUB CHALLENGE CUP-START 10 A. M. JULY 7.

P. M. July 11.

The Brooklyn Challenge cup will now go to the Harlein Yacht Club and be held by that organization subject to challenge. It was raced for last year for the first time. The course was from Gravesend Bay to Hampton Roads and it was won by the Tamerlane of the New Rochelle Yacht Club, and that yacht tried to defend the trophy this year. On board the Tamerlane, which yacht was the winner of the Lipton cup in the race to Bermuda, were Frank Maier, Thomas Fleming Day, Warren Sheppard, Robert Bavier, Walter S. Goodenough and Albert Cass.

NEW BRUNSWICK, N. J., July 11.-Following were the results of the summer meeting of the Raritan Driving Association at the New Brunswick Driving Park this afternoon:

the Raritan Driving Association at the Brunswick Driving Park this afternoor 2:17 class, trotting, or 2:20 class, pacing: Easter Boy, ch. g. (Payram) Mirison, bik. m. (Dennis) Miliow Wilkes, b. m. (Pope) Dann O'Dann, b. g. (Mershon) Grace W. P., b. m. (Wells) Time-2:18½, 2:20, 2:20½, 2:23 class, trotting, or 2:27 class, pacing: Hampton, b. g. (Gregory) Maggle Ambulator (Hendrickson) Allen Buck, b. s. (Skillman) Bennington, b. g. (Lynch) Albert L., b. g. (Barbour) John Wilson, b. g. (Baldwin) Hartwood, Bel, b. g. (Johnson) Hartwood, Bel, b. g. (Johnson) Black Dert, g. s. (Blair) Sophia Russell, b. m. (Ball) Judge Vincent, b. g. (Pope) Bay Prince, b. g. (Buckalew) John T., b. g. (Trettz) Powder Boy, blk. g. (Case)

Brooklyn Yacht Club Regatta Next Satur-

was to the effect that the time had now come when, in order to secure more efficient and economical maintenance of main roads, the state should establish a central highways department, which should administer a Government grant in aid of the maintenance of the trunk highways. The council of the Chamber of Commerce has adopted this resolution, with the proviso that motors should contribute by taxation to the fund. Motorists already pay £100,000 annually in taxes, and it would be quite acceptable to them if those taxes were used for road maintenance by a central authority.

The Ray State Automobile Association of Boston will open its new jub rooms at 252 Dartmouth street in that city to-night with a seception.

AUTOMOBILE SUMMER SALE. Quality High-Prices Low. New York's Pieneer Automobile Establishment.
Locomobile, twenty horse, side entrance (cost
4.500, \$1,500; 1905 extremely powerful Locomobile,
oost \$7,500, at reasonable figure; Fifty horse Thomas,
glass front, \$1,800 (worth \$2,500; Ford, side entrance Tonneau, glass front, like new, \$500; Oldamobiles, \$150-3200; Rainier, like new, very swell,
\$2,000; Autocar, type eight, \$426; Autocar Runabout,
top, \$450; Peerless (\$3,000 Model), \$625; Locomobile
Limousine, Al order, (Body cost alone \$1,400 at
\$1,200; Maxwell-Briscoe, used three weeks, big
sacrifice; 40-45 Mercedes, \$2,500; absolutely new,
1906 Locomobiles, 30-35 and 15-20, prices right
1906 Fope-Toiedo, complete; another Pope-Toiedo,
side entrance, \$900 (same as new); Ten Autocars,
cheapest ever; \$4.000 Peerless, powerful, side entrance, \$1,250; Nice Assortment Cadillace, \$250 upmany other unusual opportunities. Calil

MFW HARTFORD TIRES, \$0.00.

NEW HARTFORD TIRES 50% OFF Also International Tires and twenty other makes. Second Band Tires. \$7.80 up; Lamps practically GIVEN AWAY; Swell lamps, 25.60 to \$10. BROADWAY AUTOMOBILE EXCEANGE, 247-240 West 47th St. (near Bruadway.)

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CRAWFORD MOTOR CARS. IMMEDIATE DELIVERIES, 152 West 56th St.

TROUBLE OVER MY STAR. Pending Satisfactory Identification of Horse, Bets Are Held Up.

ALBANY, July 11.-The first day's racing over the half mile track of Woodlawn Park was attended by fast time in the different classes. This was especially true in the 2:30 pace. My Star, a green pacer, trampled on his field and the wise ones tore up their tickets. After the second heat a demand was made that My Star be identified, and pending a bets were held up. The summary:

J. L. J., b. g. (Bruste) Little Sidney, b. g. (O'Neil) C. H. B., b. g. (McNally) Sunlight, ch. g. (Halght) Time—2:17½, 2:12, 2:11.

UTICA, N. Y., July 11.-The opening of the July meeting of the Hudson and Mohawk Valley circuit races at Utica Park, postponed from yesterday on account of rain, took place to-day. In the 2:29 pace Erskine and Earing were severely reprimanded for unfair driving and warned not to repeat their tactics. Favorites won their respective events. Summary: events. Summary:
2:20 class, pacing: purse; \$400:
Jim Daly, b. g. (Clark).
Princess Hal. b. m. (Earling).
Hal Raven, b. m. (Earling).
Pat Riley, b. g. (Galusha).
Frank Powell, b. g. (Dunbar).
Orangeburg, b. g. (Dodge).
Billy K., b. g. (Futton).
Sincerity, b. m. (Wikins).
Time-2:25/s; 2:10/s; 2:23.

Favorites Win-Drivers Reprimanded.

Time—2:12¼, 2:12¼, 2:15, 2:11¼,
2:29 Class—Trotting: purse, \$400:
Nahma b. g. (Burgess)
Ersina, b. m. (Rush)
Erfort, b. g. (Washburn)
Altodawn, b. g. (Hunch)
Delsarte, b. m. (Earle)
Lady Axwood, b. m. (Davis)
Time—2:21¼, 2:21¼, 2:23.

Canadian Tennis Championships

NIAGARA ON THE LAKE, Ont., July 11.-Progress was made to-day in the Canadian tennis championships on the turf courts of the Niagara Tennis Club. There is a large entry in all the events, and in the men's doubles the entry of M. D. Whitman and partner is expected. To-day's events were chiefly noticeable for the defeat of Irving Wright of Boston, brother of the American champion, by George Fields in the handicap singles. The scores: Men's Championship, Singles—Preliminary round —E. C. Carroll, Buffalo, beat W. S. Routh, Chicago,

-E. C. Carroll, Buffalo, Deat W. S. Routh, Chicago, 6-3, 6-4.
First Round-B. Kiely, Toronto, beat Hart James, Cincinnati, 6-4, 6-4; W. L. Bryant, Buffalo, beat E. C. Carroll, Buffalo, by default; Grant Buffalo, Hamilton, beat D. Carroll, Buffalo, 6-3, 7-5; A. M. Reggio, Boston, beat B. G. Cutler, Buffalo, 7-5, M. Reggio, Boston, beat B. G. Cutler, Buffalo, 7-5, 6-3.

Handicap Singles-First round—G.N. Pratt. Boston, owe haif 30, beat B. G. Cutler, Buffalo, owe 15; 6-4, 7-5; Harry Kirkover, Buffalo, owe 30, beat B. Ktaly, owe haif 15, 6-1, 6-0; C. Field, Buffalo, owe 15, beat Irving Wright, Boston, 6-3, 5-7, 6-0; D. C. Carroll, Buffalo, beat W. S. Routh, Chicago, 6-4, 6-2; Goldy, St. Augustine, owe half 15, 6-4, 6-3; J. Buell, Chicago, beat A. Locke, owe half 15, 8-6, 6-4.

Races for 30 Footers and Raceabouts The Indian Harbor Yacht Club has ar Yacht Club 30 footers and races bouts to be sailed this afternoon. There will be three prizes for the New York 30 footers and prizes for the New York 30 footers and two prizes for raceabouts, and Commodore Lauder, Jr., has offered a special prize to the club scoring the most points in each race. The warning signal will be made at 2 o'clock, the 30 footers will be started at 2:10 and the raceabouts at 2:15. The course for each class will be five miles to windward or leeward and return, starting from a line between the gas buoy off the eastern end of Little Captain Island and the committee's launch. The outer mark will be a dory flying the club burgee or a Government buoy. This will be announced by the committee ten minutes before the warning signal. The committee in charge is Frank Bowne Jones, Charles E. Simme and Charles F. Eirby. Do You

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SOUTH SHORE and Suffolk County—Residences, farms and water fronts; furnished cottages to let. WILLIAM HAMILTON, Sayville, L. I. The University of Chicago football schedule for next fall has been completed, and the Maroons will not play a game with Cornell, as was expected. "We dickered so long over a was expected. "We dickered so long over a date that I decided finally to give up the game and fill out my schedule elsewhere," says Cosch Starg. "We simply could not agree on a date. The Chicago sobsedule is an abbreviated one, containing only five games as follows: October 20, Purdus, October 27, Indiana, Sovymber 10, Himsets: Evvember 10, Himsets: AS CERTAIN AS THE SUNRISE

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